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SEEDS.

SEASON 1894-95.

Our First Supplies of these best Quality Seeds have arrived and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with HINTS FOR GARDENING have been fixed and can be obtained on application.

Our Seeds are all tested before being put up in London.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in WET WEATHER ONLY, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigor, and beauty.

Sold in Tins containing 10 lbs. each, \$1.75. 25 lbs. each, \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

Established A.D. 1841. Hongkong, 13th August, 1895.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1895.

The recall of General MIURA, the late Japanese Minister to Korea, on the ground that he was responsible for the recent coup d'état at Seoul, goes to show *prima facie* that the event is disapproved and regretted by the Japanese Government. Whether the Minister conceived the movement in his own mind, however, or whether he has only been clumsy in carrying out his instructions and done no more than to have been done quietly is a point on which some doubt may be entertained. We do not, of course, refer to the supposed murder of the queen, but simply to the substitution of the influence of the Tse-won-kun for that of her Majesty in the Palace Councils. The Japanese are necessarily most vitally interested in the peace and good government of Korea and that the Minister should use his influence in favour of whichever party might seem likely to promote that end would not be surprising or unprecedented. But however that may be, the *emendé* has once more brought Korea prominently into notice as a disturbing element in the politics of the Far East and the war clouds seem to be again gathering. An international guarantee of the independence of Korea has often been suggested as a desirable and convenient means of disposing of the difficulties arising from the jealousies of the various powers in relation to that kingdom, and the case of Belgium has been referred to as an example. But there is no analogy between the two. Belgium is a civilized state as capable of managing her internal affairs as any of the other European nations, and all that is required in her case is a guarantee against territorial aggression. The case of Korea is entirely different, because that unfortunate country is totally incapable of managing her own internal affairs and maintaining peace and good order within her borders. She may nominally be accorded the status of an independent kingdom, but her councils must be dominated by foreign influence. Korea, in short, must be treated on much the same lines as Egypt. But who is to play the part in the Land of Morning Calm that Great Britain plays in the Khedive's realm? Not Japan, says Russia. Not Russia, answers Japan. Perhaps the difficulty might be solved over by some system of joint control similar to that formerly exercised by England and France in Egypt, but the temper of the two powers does not promise well for any such friendly arrangement. Russia objects to Japan exercising any influence whatever on the continent of Asia, and Japan on the other hand is equally determined not to be pushed on one side. In fact the probability of a war with Russia was, it is reported, foreseen long ago by Japanese statesmen and has been provided for in so far as it is possible to provide for such contingencies. If there is to be a war delay would be in favour of Russia and it would be Japan's policy to hasten it on and get it over before the completion of the Trans-Siberian Railway affords a ready means of transport for Russian troops. And Japan, there is reason to believe, would have no hesitation in entering on the conflict at once. Whether her confidence in her own abilities would be justified by the result is another question, but the confidence is there, provided it is Russia alone that is in question. If, however, France and Germany come to Russia's assistance the matter must assume a very different aspect even to the most hot-headed of the Japanese. In that case there will be a war, but the powers will have a different war on their hands in the settlement of the Korean question.

H.M.S. cruiser *Pique* arrived yesterday from Formosa.

The Italian cruiser *Umbria* arrived yesterday from Shanghai.

There will be a pick-up game of hockey this afternoon at 4.45 p.m.

The P. C. steamer *Empress of Japan* arrived at Vancouver on the 23rd inst.

The O. S. S. C. steamer *Umbria* from Liverpool, left Singapore yesterday morning and may be expected here on or about the 29th inst.

H.M.S. *Mercury* arrived at Bangkok on the 24th inst. On the 10th a cricket match was played with a home team. The *Mercury* made 50 in their first innings and 28 in their second. The Bangkok team scored 128 in one innings.

The address to Colonel Barrow will be presented to him at the City Hall at 11 a.m. tomorrow, by H. R. P. the Governor. It has been found impossible to get the address generally signed in time, but it will be circulated for signature and forwarded in due course.

M. Rousseau, Governor-General of French Indo-China, left Hongkong on the 19th inst. for France, to give the Government the benefit of his advice and assistance in connection with the Indo-China budget and the proposed loan. A Havas telegram contradicts the report that he will not return to Tonkin.

The French *Talis* of the 19th October says:—H.M.S. *Albatross*, with Admiral Buller on board, came into the river on Saturday last, and the *Pique* arrived on the 14th inst. The French cruiser *Forfait* arrived on the 10th inst. and the *Albatross* left this week for Hong Kong, the *Albatross*, *Undaunted*, *Archer*, *Limet*, *Pique*, *Detroit*, and *Forfait*.

A curious accident occurred to a cook in Bangkok on the 24th inst., says the *Siam Free Press*. While preparing snipe over an aperture in his kitchen floor his hand was suddenly seized by a snake from beneath and bitten. Rommel was of two apings and the cook's employer, and beyond a slight swelling and a little pain he appears none the worse for his experience. It is supposed that the snake, probably a python, struck at the bird, and so bit the cook in the attempt to get the snipe.

The Chantaboon correspondent of the *Siam Observer* informs that journal that, on the 7th inst., two officers from the gunboat *Forfait* were out snipe-shooting, and one, the surgeon of the boat, was bitten by a snake. The two officers were separated from each other by a paddy field in which the ears of paddy were high enough to prevent them from seeing each other. One of the officers seeing the other raised his gun, but instead of hitting the bird he hit his fellow-officer and the boy. The latter is not badly wounded, but the surgeon is in a very critical state, having received the snake's bite in the face and body.

From the Tonkin papers we learn that an agreement has been arrived at between France and China by which French troops pursuing piratical bands in Tonkin are to be allowed to operate in co-operation with the Chinese forces in effecting the destruction of the bands. The zone within which the French are to be allowed to operate is to be marked out by a line of demarcation, and the Chinese officers and troops are to be allowed to commence their work in a few days after the date of the latest papers received. Our contemporaries are of opinion that piracy on a large scale is being suppressed, and the success is made by China, coupled with the deliverance of the Lyau-fai family by General Su, is taken as a proof that China now sincerely desires that tranquillity should be established in the frontier regions.

A telegram has been received in Bangkok, we learn from the *Siam Free Press*, stating that Mr. Clarke has been entirely successful in negotiating the sale of the Kabin Mines to the Ottoman Bank for \$250,000. This will mean that each shareholder in the Kabin Mines will receive four times the amount of his shares, as the total capital of the Kabin Syndicate was \$250,000, of which the Ottoman Bank has taken the venture for \$250,000. Our contemporaries learn that a great deal of the scrip will be taken up by the Siam Exploring Corporation. The company will be French, and the only obstacle to its formation is the question of tender, which the Siamese may not approve of, though this is considered very doubtful.

THE KUCHENG COMMISSION.

THE DATE OF THE COMMISSION'S RETURN.

[SPECIAL TELEGRAM TO THE "DAILY PRESS".] TUESDAY, 24th October.

The Commission cannot return from Kucheng till Saturday.

THE KOREAN CRISIS.

MOVEMENTS OF RUSSIAN MEN-OF-WAR.

[SPECIAL TELEGRAM TO THE "DAILY PRESS".] SHANGHAI, 24th October.

Nine Russian warships left Hankow on the 17th for Korea.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS".] LONDON, 24th October.

Lord Salisbury, succeeds Lord Dufferin (resigned) as Warden of the Cinque Ports.

The Committee on the French Budget has rejected the extra credits for war supplies.

[FROM TONKIN PAPERS.] THE FRENCH IN MADAGASCAR.

PARIS, 14th October.

The taking of Tananarive was a warm affair. Six columns were ready for the assault when the Queen parleyed. Six Frenchmen were killed and fifty wounded.

The town of Farafita, near Tananarive, was taken on Thursday.

The Char has congratulated France.

NEW FRENCH CONSULATES IN CHINA.

PARIS, 16th October.

France is about to establish several more consulates in the South of China.

ANOTHER ATTEMPTED ASSASSINATION IN FRANCE.

PARIS, 16th October.

A man fired a revolver at M. Bessagnet, manager of the Carmaux glassworks. He would be murdered.

PARIS, 17th October.

Gullien, a new recruit, the perpetrator of the Carmaux outrage, has been arrested.

A FRENCH COLONIAL ARMY.

PARIS, 16th October.

The Ministers are considering the project for the creation of a colonial army.

[FROM THE "OBSERVER".] THE ARMENIAN ATROCITIES GROSSLY EXAGGERATED.

LONDON, 24th October.

The foreign delegates constituting the commission to enquire into the alleged massacres in Armenia have reported that the atrocities were grossly exaggerated and the whole population of this village all returned to the

THE JAPANESE ATTACK ON SOUTH FORMOSA.

[FROM OUR ANTIEN CORRESPONDENT.] ANPING, 10th October.

On the morning of the 10th inst. was rumoured that Liu had escaped during the night, and as about noon Mr. P. C. H. B. M. Comandante, received authentic information that the General had left with his body guard, that the forts were deserted, the soldiers willing to surrender, and the people most anxious for the Japanese to land at once.

Mr. Perkins and Mr. Bain, Netherlands Consul, immediately decided to communicate the news to the Commander-in-Chief, and through the courtesy of the Commander of H.M.S. *Albatross*, a ten-oared cutter was placed at their disposal, and after a long pull they reached the Yachien.

No definite information could be obtained as to the intention of the Japanese, but it is hoped that a bombardment may now be dispensed with. It is conjectured that the forts will be occupied tomorrow, without resistance.

The steamer *Thales* upon leaving for Amoy with passengers was boarded and searched by an armed crew from the Japanese cruiser *Yagayama*, and after an hour's delay she was allowed to proceed.

[FROM OUR CORRESPONDENT WITH THE JAPANESE ARMY.] TAKOW, 18th October.

4 p.m. on October 18th—The *Kyoto Maru* steamed out of Kelung harbor for the Pescadorees with General Suifu, and a large number of troops, and three Japanese correspondents and myself and servants.

The trip was an exceedingly pleasant one, and we arrived at the Pescadores at about 1.30 p.m.

The *Kyoto Maru* is one of the smaller transports engaged in the service, and in her close and crowded state, and her quarters were thoroughly uncomfortable. I was greatly surprised to find that the General and his staff had been placed on such a ship, seeing that some of the more luxurious steamers made the trip with empty cabins.

On our arrival at the Pescadores several transports and men-of-war were already anchored in harbour, and during the next four days there were other arrivals until nearly fifty ships had assembled, including the *Sai Yen*, formerly *Tai-chen* of the Chinese fleet, captured by the Japanese in the North. This cruiser looked spick and span, and will undoubtedly give a good account of herself if the Formosan forts but grant the opportunity.

On the 8th I changed to the transport *Salsama Maru* as I thought the trip could be made more pleasant by my old friends the foreign officers of the vessel.

Early in the morning of the 10th the Northern expedition, conveyed by about 25 ships, departed from the Pescadores for the landing place at Paw-tay-shan, which is between 23 and 26 miles north of Anping. General Takahashi is in command and several of the higher civil authorities from the capital city (Tai-pai-fu) accompanied him. His force consisted of 2,400 men, and was armed with 24 guns. The afternoon of the 10th was spent in the preparation of the landing place, and the 11th was devoted to the landing of the troops and the establishment of the camp.

No Chinese soldiers were seen, however, and the Japanese naval party was soon flying from a mound near by. The soldiers from the transports were landed in quick succession, and in about two hours the whole fighting force of the expedition, consisting of about 8,000 men, and about 2,500 horses, was in readiness for the field. Short warships had been quickly built and the bodies, to the number of about 5,000, were bustling and bustling about, unloading the supplies from the transports with remarkable rapidity and without mishap. Three steam launches, 72 Japanese sampans, and ten big cargo boats were the means of transport from steamers to land. No one who witnessed the landing of this force could accuse the Japanese of being slow.

The men-of-war cruised along the coast a short distance ahead of the army on shore, and once or twice the bodies of soldiers were quickly dispersed by a few shells from the ships' guns.

Two companies were sent at once to the south, where some Chinese soldiers were found, but after exchanging a few shots the latter retreated in the direction of Katong-ha (Ka-tai-ku).

Two companies were also sent towards the thesede, but found no Chinese soldiers. They then marched towards Ka-tong-ha, which is a small village surrounded by a low stone wall perforated with many loopholes allowing of rifle fire, with comparative safety to those behind it. Several cannons were mounted and further converted the wall into quite a formidable fortification. Even after the Japanese had surrounded the wall, the savage attack made upon the latter intended to take advantage of their defence in manner quite unknown to the Chinese soldiers. A pond of water hindered the Japanese in advancing to attack the Chinese at close range, and as they were so well protected, it seemed only a waste of ammunition carrying on the attack from a greater distance. Several charges, however, were made by the Japanese, but with such loss that it was finally decided to conduct the siege by other methods. A battalion commander, with one company, succeeded in gaining an entrance to the wall, and the Chinese were driven out, and the Japanese entered the village houses in its vicinity. A strong wind blowing in the right direction carried the flames quickly towards the terrified Chinese, who, at the time, were in the village. The Japanese were showing great bravery in defending their position. As the flames crept nearer, but one course was open in which a few Chinese could escape, and they were driven out into the open field and battle, man to man, with the Japanese. Although their force outnumbered those of the latter almost two to one, the outlook was not as inviting one. It was a fearful scene, the crying of the women, the falling bodies, the awful roaring of the fire as it drew nearer and nearer to the horror-stricken people, their number now augmented by the more cowardly class who had been driven out of the burning houses, were a sight which I shall never forget. The cries of the Chinese could be heard above the uproar; they crouched closer and closer to the stone wall, taking advantage of pits or trenches, and some were bravely smothering themselves from the outside by sliding down the confagration. But at last the extreme crisis was reached, and with a yell of terror they threw themselves over the wall, and were driven out into the open field, and man to man, with the Japanese. Although their force outnumbered those of the latter almost two to one, the outlook was not as inviting one. It was a fearful scene, the crying of the women, the falling bodies, the awful roaring of the fire as it drew nearer and nearer to the horror-stricken people, their number now augmented by the more cowardly class who had been driven out of the burning houses, were a sight which I shall never forget. 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NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM HONOLULU, KONA, AND MOLO.

The above steamer having arrived, Consignees of Goods are hereby notified to send in their Bills of Lading for cargo, and to take immediate delivery of their Goods from the warehouse.

Cargo impounding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARROLL & CO., Agents.

Hongkong, 18th October, 1895. [19]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "DENLAVERA" FROM ANTWERP AND LONDON.

Consignees of Goods are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 25th inst. at 3 p.m.

No Five Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th October, 1895. [218]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

FROM LONDON, COLOMBO, AND MIRZAPUR.

Consignees of Goods by the above named vessel are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where and from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 25th inst. at 3 p.m.

No Five Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th October, 1895. [1]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

The above-named steamer having arrived, Consignees of Goods are hereby notified that their Goods, with the exception of Opium, Transit, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and from the Wharves delivery may be obtained.

Optional cargo will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 25th inst. at 1 p.m. will be subject to rent.

No Five Insurance will be effected by use in any case.

All damaged packages must be left in the Godowns and notice of same given to the Underwriter, when a representative of this Office will attend to examine them on the 25th inst. at 10 A.M. on the 26th inst. at 10 A.M. on the 26th inst. after which no claims will be recognized.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 19th October, 1895. [1]

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ALF. WOOLLEY, Acting Superintendent.

Hongkong, 22nd October, 1895. [7]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

The "LIGHTNING" having arrived from the above ports, Consignees of cargo are hereby notified that their Goods will be delivered from the warehouse.

Cargo impounding the discharge or remaining on board after 4 p.m. 25th inst. will be landed at Consignee's risk and expense into the Godowns of the Wharf and Warehouse and Storage Co., Limited, where and from the Wharves delivery may be obtained.

Consignees are requested to take IMMEDIATE delivery of their Goods from the Godowns; such cargo impounding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Five Insurance will be effected.

Bills of Lading will be countersigned by DAVID BASSON, SONS & CO., Agents.

Hongkong, 23rd October, 1895. [2196]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE, AMOY AND POONCHOW.

The Company's Steamship "HAIKON" Captain Hinch, will be despatched for the above ports on SUNDAY, the 27th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAUREL & CO., Agents.

Hongkong, 23rd October, 1895. [2194]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship "SZICHUEN," Captain Derry, will be despatched on MONDAY, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1895. [2201]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship "YUENSANG," Captain W. Waddell, will be despatched as above on MONDAY, the 25th inst., at 4 p.m.

This steamer has superior accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th October, 1895. [2202]

THE "JAPAN" LINE OF STEAMSHIPS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

The Steamship "REPUON," Captain G. H. Jones, will leave for the 24th inst., and will have quick dispatch.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 21st October, 1895. [2182]

VESSELS ON THE BERTH

"DEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship "BENTAM," Captain Wallace, will be despatched as above on or about the 25th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th October, 1895. [218]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong, City of Rio de Janeiro (via Nagasaki, Kobe, and Yokohama) Inland Sea, and Yokohama.

City of Yokohama (via Nagasaki, Kobe, and Yokohama) Inland Sea, and Yokohama.

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